

The Carleton Sentinel.

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WOODSTOCK, N. B., FRIDAY, FEBRUARY 28, 1908.

WHOLE No. 3168

NEW RUBBER GOODS.

Hot Water Bottles
Fountain Syringes
Rubber Gloves
Throat Atomizers
Nasal Syringes
Ear Syringes

A full stock in the best grades at
reasonable prices.

GARDEN BROS.

Prescription Store

Main St., Woodstock, N. B.

OUR GREAT LINEN AND WHITE WEAR SALE

WILL COMMENCE

MONDAY, - FEBRUARY 3rd,
FOR 15 DAYS ONLY.

Our stock of Table Linens, Napkins, Towels, and Ladies' White Wear will be placed on our Bargain Counters at Special Prices.

Ladies' Night Gowns	49c and upwards
Corset Covers	19c
Drawers	19c
Table Linens	25c per yard and upwards
Linens Napkins	79c per doz
Towels	36c

Do justice to your pocket-book and come to our sale. Saving money is the fastest way to make it, and you can't save faster than to buy your Linens and White Wear at this sale.

No Premium Checks will be given on these special lines during sale.

3 ENTRANCES:

Main, King and Wellington Streets.
Oak Hall. MANZER.

THE BIG DEBATE.

McKeown puts it over Hazen.

J. D. Hazen was given a good reception, which lasted for a considerable time and after expressing his pleasure at the greeting and paying a warm compliment to the effort of Mr. Fleming, he said that the speech of the Premier must be taken as another example of that political death-bed repentance so much in evidence since the campaign started. (Applause.)

He referred to his statement at the last session respecting the highway act which he had declared was most satisfactory and he would not be afraid to go the people upon that issue. Down to the date of the Norton meeting, when Mr. Barnes, who by the by, had gone to his political reward and salary of \$2,000 a year, had stated that many miles of splendid roads had resulted from the operation of the highway act, the premier had retained his opinion. Well, then, as the first act of his political death-bed repentance he is going to deprive the people of the highway. (Applause.)

Then when the opposition pointed out the school-book transactions and how the people were being badly treated in this matter, and this was especially urged by Mr. Hartt of Charlotte, the government contended that there was no foundation for the charges. Yet after the Ontario commission had reported the premier made another confession and as a result has announced that after the next election an independent, non-partisan commission, no doubt, composed of such men as John T. Hawke, editor of the Moncton Transcript, shall be appointed to inquire into the matter. (Cheers.)

FLEMING'S CHALLENGE

When Mr. Fleming first issued his challenge, the Premier had declared that such a meeting would be no good, because the audience would be composed of partisans, but as he went around the country and saw how the people felt, he suffered another death-bed repentance and arranged for this meeting.

He congratulated the Premier upon the admirable way he refrained from answering Mr. Fleming's three

categorical questions, as to how much money was borrowed in 1907 from 1908, how much the overdraft on public works account was, and how much money was required to pay the bills contracted before the close of the last financial year.

Instead of answering these questions the Premier had dealt with ancient history, with acts committed by predecessors who were in power 30 years ago before he or Fleming even had a vote. (Cheers.) They were not interested in what had been done 30 years ago, what they wanted to know was how the government was administering the affairs of the province today. Are they administering them with prudence?

Cries of yes, yes, and counter cries of no, no.

Don't answer me tonight, continued the speaker, but answer by your votes on the third of March. Cheers.

The Premier had tried to score against Mr. Fleming by stating that he had included the \$69,000 advanced to road superintendents twice in his statement of over \$400,000 over expenditure for the year 1907. The Premier had said that this amount was included in the overdraft of the public works department. He might be right in this statement, but if he was his chief commissioner was wrong, for he had stated in the house that this amount was not included in the overdraft of \$197,000. (Cheers.)

Mr. Hazen took up the Central Railway and the expenditures upon it.

"At the last session of the house of assembly the province was asked to guarantee, in addition to the bonds already guaranteed, bonds to the value of \$110,000, and it was done. Up to the present time we have guaranteed \$810,000 worth of bonds, and now there is not sufficient money left in the provincial treasury to complete the road by building it from Minto to Fredericton, as was originally intended. (Applause.)

"This railroad has had its bonds guaranteed to the extent of \$20,000 per mile and yet what sort of a road have we? Hon. William Pugsley, the Minister of Public Works—(here the audience broke into such a storm of cheering that the speaker was unable to make himself heard for some time) Hon. William Pugsley, Minister of Public Works, then the premier of this province, arose in his place on the floor of the house at the last session and announced that the Grand Trunk Pacific would take over the Central. Yet a few days ago, when he came down to St. John to tell the good old Liberals how to vote—(laughter)—he could not say when this road would become part of the Grand Trunk. (Applause.) It is well known that the gradients on the Central are too steep and the curves too sharp to enable it to be used as part of a trunk line.

"My friend in the gallery has asked about the offer of \$21,000 a year rental for the road. I will tell him about it. A letter was received by the provincial government from the firm of Greenshields and Greenshields of Montreal, offering a yearly rental of \$21,000 for the Central Railway. This firm, you will remember was mixed up in the Drummond County Railway scandal some years ago. (Laughter.) The letter was read to the House but the government could not tell the members who had made the offer or for whom Messrs. Greenshields were acting. The matter was placed before the House for the government refused to take any action preferring to throw the responsibility on the house. The opposition moved for the appointment of an independent commission to look into the matter of the offer but the government with its majority voted down the motion.

MR. MCKEOWN'S ADDRESS.

Immediately after Mr. Hazen had ceased, Hon. H. A. McKeown was called upon by Mr. Thorne. Mr. McKeown was greeted with long and loud applause, and indeed it was

apparent that his popularity as a platform speaker is greater than ever. Yet knowing that no others of their own party were to speak, certain Conservative adherents endeavored from time to time to interrupt Mr. McKeown. He refused to be stampeded, but stuck to his guns and poured the shot and shell of convincing argument into the opposing ranks. He touched briefly on various subjects, shattering the arguments of the critics who had previously spoken. Mr. McKeown's address was a fair and explicit presentation of the government's progressive policy and at the same time a scathing condemnation of the entire absence of originality on the part of the Conservatives. His telling points were very warmly applauded throughout the entire address.

A GOVERNMENT'S DUTY.

Hon. Mr. McKeown remarked that those who had spoken earlier in the evening had discussed the issues of the day in a highly creditable manner, but in a manner which must also have made clear to all why one party is in power and the other out of power. The province, as the premier remarked, has reached such a stage that the building of needed public works must cease, or else the public debt must increase. We should remember that there is an obligation on the people of today not only to do the best they can and to keep down the burdens of the future, but also to do their duty to the present generation. There is a policy in this province today which says that progress must halt, and in the remarks of the two Conservative champions who have spoken there has not been one word of progress. There has been nothing but criticism of what has been done in the past score of years. (Cheers.)

The present government, I admit, is not a perfect government—(Some disorder arose in the hall.)

Mr. McKeown continued: "Don't cry when you are hit. I understood that I would not be allowed to speak tonight."

I do not claim that the members of this government are perfect men—the only perfect ones are those who now criticize us. But I do say that in the past twenty-five years not a single member of the government has taken one dollar of the people's money. (Loud applause.)

Every cent of money paid out is paid for some particular purpose; every cent must be voted by the legislature. Members of the government cannot take money for any works whatever, but all must be passed by the assembly and applied to the works for which it is voted. If there is anything incorrect in the giving of money for certain purposes, the time for objection is in the legislature, when the money is being voted. It is idle for men to sit in the legislature and to assent to votes of money and then go about denouncing the government for spending that money on needed public works. (Applause.)

THE HIGHWAY ACT.

The leader of the opposition has spoken of the Highway Act. This does not appeal particularly to the people of St. John, but rather to those in outside districts. The Highway Act was not a government measure; it was an honest attempt to improve the highway system throughout the province, and it is preparation the assistance of the opposition was sought. It was hoped that the act would prove a basis for something better—that it would grow up gradually and prove satisfactory to all. Mr. Hazen in the legislature spoke twenty times on this act. He objected that the title of highways should be vested in the King, and thought the money should be spent by municipalities. These were the only objections raised by Mr. Hazen in twenty speeches—not one word or suggestion of improvement came from him during the whole time the bill was before the house. (Cheers.)

GOVERNMENT'S RAILWAY POLICY.

Mr. Hazen also spoke to you tonight, criticising as usual—the railway policy of the government, which is the same policy as has been adopted by other and older provinces throughout the Dominion, which is also the policy of the greatest transportation experts Canada has known. As to the International Railway, Collingwood Schreiber has estimated the value of this road to be not less than twenty thousand dollars per mile. (Loud applause.) The government has guaranteed bonds to the extent of eight thousand dollars per mile. The guarantee of the first six thousand is secured by a first mortgage, covering not only the road but all the rolling stock which the road may at any time acquire.

As a further security for the second

HOUSE WORK



Thousands of American women in our homes are daily sacrificing their lives to duty.

In order to keep the home neat and pretty, the children well dressed and tidy, women overdo. A female weakness or displacement is often brought on and they suffer in silence, drifting along from bad to worse, knowing well that they ought to have help to overcome the pains and aches which daily make life a burden.

It is to these faithful women that

LYDIA E. PINKHAM'S VEGETABLE COMPOUND

comes as a boon and a blessing, as it did to Mrs. W. Barrett, of 602 Moreau St., Montreal, who writes to Mrs. Pinkham:

"For years I was a great sufferer from female weakness, and despite every remedy given me by doctors for this trouble, I grew worse."

"One day a friend advised me to try Lydia E. Pinkham's Vegetable Compound. I did so, and am thankful to say that it made me strong and well."

FACTS FOR SICK WOMEN.

For thirty years Lydia E. Pinkham's Vegetable Compound, made from roots and herbs, has been the standard remedy for female ills, and has positively cured thousands of women who have been troubled with displacements, inflammation, ulceration, fibroid tumors, irregularities, periodic pains, backache, that bearing-down feeling, flatulency, indigestion, dizziness, nervous prostration, and all the ills which attend female weakness. Why don't you try it?

Mrs. Pinkham invites all sick women to write her for advice. She has guided thousands to health. Address, Lynn, Mass.

guarantee of bonds we have taken a

second mortgage. As a guarantee of the interest of these bonds, the company have given an undertaking satisfactory in every way to the governor-in-Council, and among the names on this is one of a man whom I personally know to be a millionaire. (Cheers.)

THERE MUST BE PROGRESS.

There must be progress, and we cannot have progress unless all districts are opened up. Yet Mr. Hazen and his friends would have these public works, this railway construction, cease.

THE PUBLIC DEBT.

As to the public debt, the policy of the present government is the entire elimination of the public debt. Every year large amounts of money are being put away to meet bonds coming due, and the day is not far distant when the whole debt will be wiped out. But we must carry on our public works, and the future generations which will enjoy, equally with ourselves, what we are now providing, must be asked to bear a share of the burdens. These great works must go on, and there may be a slight temporary increase in the debt, but without this there can be no progress. And speaking about debt, the whole criticism is ridiculous. New Brunswick does not feel its debt. We have no debt in comparison with those of other provinces, and yet we are hounded about the country on the charge of extravagance. Has the government ever refused any reasonable request from St. John? (Cries of No, no, and cheers.) When the federal government gave St. John a slap on the face, did not the provincial government come to the support of this city? (Cheers and cries of Yes.) When that railway on the West Side was sold—instead of being given—to the city, the provincial government stepped in with an additional subsidy of twenty-five hundred dollars.

Mr. Fleming asked a number of questions of the premier, knowing full well from his legislative experience that the information he requested could not possibly be given by any man until the accounts have all been completed. (Cheers.) But if Mr. Fleming will ask these same questions a little later he will be given the information in complete detail.

A VALUABLE ASSET.

"Now as to the Central Railway. (Continued on last page.)

Black
Watch

Chewing Tobacco

The big black plug.